

## The Store Ladies FOR Women BEEHIVE Outfitters MILLINERY

### BARGAINS

We are giving real bargain in all lines of summer goods.  
Millinery—See your choice of hats for 99c.  
Voile skirts 20 per cent less—this means the way we make goods at cost.  
Suits—Tailored suits reduced to 33 1/3 per cent; this is the last call of summer suits.

Shirtwaist bargains; come in and see.

## THANKS FOR VICTORY

### Secretary Rosenberg Writes to Man of Committee

### WON DESPITE TRICKERY

Victory For Salmon Protection Has  
Been Won Through the Standing  
Given Bill No. 332 by Officers of  
the Association.

The following very pertinent and interesting letter by Secretary Ed. Rosenberg of the United Fishermen of the Pacific, was despatched yesterday to each and all of the following named officers and directors of the Columbia River Salmon Protective Association, to wit:

G. M. Orton, president; Portland Jay Tuttle, vice-president, Astoria; F. E. Beach, treasurer, Portland; H. M. Lortsen, secretary, Astoria; Thomas A. McBride, Oregon City; Wm. I. Vawter, Medford; G. S. Wright, McMinnville; Chas. G. Roberts, Portland; D. H. Miller, Medford; T. B. Kay, Salem; James Withycombe, Corvallis; James A. Yackey, Ontario; C. G. Huntley, Oregon City; Wm. Miller, Burns; John H. Smith, Astoria; Frank Kankkonen, Astoria.

"Latest reports show that Initiative Bill 332, prohibiting fishing for salmon in the Columbia River above the mouth of the Sandy, received 56130 votes for and 30280 against, receiving thus a majority of nearly 26,000. It can be safely said that the fishwheels in the Columbia river are doomed, because with Oregon having decreed by such an overwhelming vote that this method of fishing must stop, Washington will no doubt in the future likewise prohibit commercial fishing above the Sandy, especially as about 80 per cent of fishwheels fishing is carried on along the Oregon shore and Oregon fishwheels had an almost absolute monopoly on all seed fish trying to pass the Celilo Falls. Washington has passed some very effective legislation for Puget Sound and can be expected to do what is right for the Columbia.

"This great victory for salmon protection has been won through the standing given Bill 332 by the men serving as officers of the Columbia River Salmon Protective Association. Misrepresentation, trickery and fraud employed by agents of the fishwheel owners failed to shake the confidence of the voters in the sincerity of purpose of the men who gave their services for the preservation of one of Oregon's great industries.

"As executive officer of the United Fishermen of the Pacific, the organization which has set itself the task to secure legislation for the protection and preservation of our food fishes, I most sincerely thank you for your valuable aid toward securing the passage of Bill 332.

"But I also ask you to help to preserve what has been gained by the passage of this bill. Because through

misrepresentation, trickery and fraud, Initiative Bill 318, the fishwheel owners' trick bill, received 46,582 votes for and 40,720 against, thus receiving a majority of nearly 6000 votes, the claim is being set up that a 'compromise' measure should be passed at the next legislature. And a few of our best friends, believing that the trick bill is enforceable and thus almost absolutely will stop salmon fishing on the Columbia, are somewhat favoring a compromise.

"Now closest observation and study of the fishwheel method of fishing has convinced me that if the salmon of the Columbia are to stay, the wheels must go—fishing by all methods must stop where the Columbia becomes so narrow that the necessary seed fish cannot get to our hatcheries and spawning grounds.

"Dr. David Starr Jordan, president of the Leland Stanford University, and generally accepted as the most learned and withal the most independent authority on the food fishes of our country, through letters and telegrams sent me, materially helped to carry bill 332, his condemnation, of the fishwheels being strong and to the point. Under date of June 17th, Dr. Jordan writes me that he has been asked by the United States Secretary of State to serve as International Commissioner of Fisheries, and that he probably will visit Astoria and Seattle sometime in August.

"Thus we can depend on Dr. Jordan's aid in holding on to our bill stopping fishing above the Sandy.

"As to bill 318, we can show that trickery and fraud of the grossest kind were employed in misrepresenting the scope of this bill.

"I am convinced that it was the understanding of fish trap men who made themselves allies of the fishwheel men in the campaign, that under the decision of our federal court, the trick bill could not be enforced, if passed. If they thought it could be enforced, the dead line prescribed therein for fishing and running from a point near Astoria across the river to Point Ellice, would prohibit fishing by several hundred traps located between Point Ellice and the bar (under the State concurrent jurisdiction over the whole river); but acting evidently under the impression that it could not be enforced, committees representing owners of these traps worked with the fishwheel owners for the passage of the trick bill, which otherwise would have been directly against their interest.

"I am of the belief, that the application and validity of trick bill 318 are for determination by the courts and that the Oregon Legislature next spring will pass such salmon protection measures for the lower Columbia as will add to the value of bill 332—provided the provisions of this bill are left in full force and not compromised away.

"I enclose letter I recently sent Secretary of State Benson protesting against the appointment of an 'independent' commission to supplant the fishery commission appointed by the Oregon Legislature.

"I remain, very respectfully yours,  
"ED. ROSENBERG,  
"Sec. United Fishermen of Pacific."

Steamer Nahcotta leaves O. R. & N. dock at 6:45 a. m. daily. Round trip fare to any point on North (Long) Beach, \$1.00, Sunday's only. 6-23-tf

## HAVE STIRRED UP A HORNETS' NEST

PACKERS' ASSOCIATION CALLS  
IN THE FEDERAL POWER  
AGAINST TWO FISHERMAN

Unless the unexpected happens there will be some rapid and perhaps startling developments in the case of the two men who are obstructing the seining grounds leased by the Columbia River Packers' Association on Sand Island. The two men are still there, however, with their guns and revolvers.

According to a communication received by Samuel F. Elmore, president of the Packers' Association, from Col. W. S. Roessler, in command of the engineering department of the Columbia, the rights and privileges granted to the association under the terms of their lease will be vigorously upheld and maintained. The letter from Col. Roessler intimates that these rights and privileges will be upheld even if it "takes all the power under the command" of Col. Roessler; in other words, the troops will be called out if necessary.

Such is the serious predicament into which the two men in the fishing boat have apparently put themselves. Meanwhile the association is awaiting the outcome of the matter with equanimity, and will permit the government to fight the matter out with the armed men in the fishing boat.

Further information officially secured by the officials of the association has also "let the cat out of the bag." It develops that it is Henry S. McGowan, of the firm of McGowan & Son, packers, who is the holder of one of the licenses of the set nets that are obstructing the seining grounds of the Packers' Association.

"It is Henry S. McGowan who is back of the whole thing," said a gentleman prominently connected with the matter yesterday.

"McGowan has hired the two men to stay in the fishing boat. Their names are Erich Lindstrom and J. P. Coyle; at least the licenses for the other nets are held in their names. Coyle is said to be a bully and a former cowboy. We have reports of him swaggering around Chinook in true Wild West style."

The fact that it is McGowan who is back of the attack on the Packers' Association, if fact it is, makes the whole matter more clear. From the first it was suspected that it was McGowan who was engineering the scheme to destroy the season's seining for the Packers' Association, and according to the facts now brought to light, there seems no doubt that he is the man back of it all.

Criticisms of McGowan from the other side are as pointed as they are bitter. It is alleged that he has taken this method of endeavoring to destroy the fishing off the leased seining grounds just at a time when any interference would be likely to cause great financial loss, even if the association were able to entirely uphold their rights under their leases in the end. Every day's interference from now on will mean a loss of perhaps \$200 a day for the Packers' Association, and hence it is only natural that they are very likely to move with swiftness and with all the power at their command in the matter.

But the officials of the association don't seem to be worrying very greatly over the matter. The men in the fishing boat were yesterday notified by the Federal authorities to pull up their set nets and leave the waters in the undisturbed possession of the lessees. If they disobey this mandate, then the firewrecks will undoubtedly begin. Whether the cowboy will prove an abler foe than any plain, ordinary Columbian river fisherman remains to be seen.

Nevertheless the cowboy and his companion are causing trouble on their own hook. It is alleged that yesterday they fired their rifles around the harbor with reckless disregard of the presence of others, and some of the fishermen became afraid for their lives.

When asked about the matter last night, Mr. Elmore, president of the Packers' Association, said that the whole difficulty comes from Henry S. McGowan. "But," said Mr. Elmore, with emphasis, "somebody will have to pay for this."

"We are ready to start the seining tomorrow," went on Mr. Elmore; "in fact, we have been delayed already. We are now waiting for the federal authorities to act, and that they will act promptly and thoroughly there is little doubt."

### The Commercial.

One of the coziest and most popular resorts in the city is the Commercial. A new billiard room, a pleasant sitting room and handsome fixtures all go to make an agreeable meeting place for gentlemen, there to discuss the topics of the day, play a game of billiards and enjoy the fine refreshments served there. The best of goods are only handled, and this fact being so well known, a large business is done at the Commercial, on Commercial street, near Eleventh.



Copyright 1907, by Hart Schaffner & Marx

Sterling  
Hats \$3

*P.A. Stokes*

Panama  
Hats

Nobby Clothier

## ASTORIA CELEBRATES THE GRAND OLD 4th

## TOGS FOR THE FOURTH

We have "em" lots of "em" and we will be pleased to show them to you at any time. They're the right kind too—all wool, correct in fit and style, will hold their shape and color-in-a-word. They're the

## HART SCHAFFNER & MARX

Kind and you should buy no other make of clothes if you want absolute satisfaction.

\$18.00 to \$30.00

### Shirts

Fancy silk fronts in all colors. You need one to celebrate the 4th right.

\$1.25, \$1.50

## WATERFRONT ITEMS OF INTEREST

### STATE OF CALIFORNIA WENT DOWN WITH 300 PASSENGERS AND MUCH FREIGHT

With the largest number of passengers she has ever carried since being on the run between Portland and San Francisco, the State of California tied up at the O. R. & N. dock here yesterday for two hours, from 3 to 5 o'clock. She was filled up with freight, also, and had a large consignment for this port. The passengers numbered 300. Some freight was even piled on deck. As soon as the gang plank was run out here the passengers streamed off the vessel and came up town, where many wandered about for an hour or more.

The British steamer Allanton will go into drydock at St. John's for cleaning and painting, it is reported.

The steamer Sue Elmore arrived in last evening from Tillamook with the usual amount of freight passengers for this port.

The tug Shaver, of the Shaver Transportation Company, was successfully launched at Portland yesterday. The Shaver is equipped with a "chime" whistle, which is said to be the largest and most powerful on any boat on the Columbia river. She is 155 feet long with 30 feet beam.

The oil tank steamer Maverick left out yesterday for California.

The steam schooner Johan Paulson, with lumber for San Francisco, put to sea yesterday morning.

The schooner W. T. Jewett went out yesterday with 595,000 feet of lumber for Redondo.

The Alliance goes out at 5 o'clock this morning for Coos Bay.

It is reported the Spencer collided with the Lottie while making the dock at Oak Point Friday, though no serious damage was done.

## YOU NAME THE PRICE

You can afford to pay for

## STRAWBERRIES TO CAN

Then leave your order with us and when they reach your price we'll deliver to you high grade berries.

Season Is Short You'll Have to Hurry

## ACME GROCERY CO.

HIGH GRADE GROCERIES

521 COMMERCIAL STREET

PHONE 681

The French bark Vendee, which has been in the lower harbor for several days, has given bonds in the libel under which she has been detained and will leave out today. A stevedore filed the libel against her for injuries received at Portland while loading grain.

### NEW TO-DAY

#### GOOD WOOD.

If you want a good load of fir wood or box wood ring up KELLY the WOOD DEALER.

The man who keeps the PRICES DOWN.

Phone Main 2191—Barn, Cor. 12th and Duane.

### LADY MANICURIST ENGAGED.

"The Modern," A. E. Peterson's beautiful tonsorial establishment, has been further modernized by the permanent engagement of a highly trained young lady manicurist, who will also serve the house as cashier.

The very best board to be obtained in the city is at "The Occident Hotel" Rates very reasonable.

### New Grocery Store.

Try our own mixture of coffee—the J. P. B. Fresh fruit and vegetables. Badollet & Co., grocers, Phone Main 1281.

### The Clean Man.

The man who delights in personal cleanliness, and enjoys his shave, shampoo, haircut, and bath, in Astoria, always goes to the Occident barber shop for these things—and gets them at their best.

### Shine Them Up.

Ladies' shoes called for, shined and returned. Phone Main 3741.

Why isn't everything moneyback? Everything isn't good enough.

Your grocer returns your money if you don't like Schilling's Best; we pay him.

## Festoons Flags

and all kinds of Decorations for the  
FOURTH at

## Svenson's Book Store

14th and Commercial St.  
Astoria Oregon

## ASTORIA & COLUMBIA RIVER RAILROAD

### SUMMER SCHEDULE, EFFECTIVE SATURDAY, JUNE 27, '08.

Evening trains leave Portland at 5:30 P. M. instead of 6 P. M., as heretofore, arriving Astoria 9:20 P. M. RUNS THROUGH TO SEASIDE AND HOLLADAY.

Evening trains leave Seaside at 4:50 P. M. instead of 5 P. M. as heretofore, leaving ASTORIA at 6:10 P. M. as usual.

Morning train leaves Astoria for Seaside at 9:15 A. M. as heretofore, on week days, and at 8:15 A. M. Sunday.

EVENING TRAINS leave Astoria for SEASIDE via Ft. Stevens branch at 5 P. M., instead of 5:50 P. M. as heretofore, daily; also at 9:20 P. M. daily. This later train does not go via Fort Stevens.

SATURDAY SEASIDE SPECIAL leaves PORTLAND at 2:20 P. M., arriving at ASTORIA at 5:10 P. M., and SEASIDE at 5:55 P. M. RETURNING, leaves SEASIDE Sunday evening at 6:30 P. M., leaves ASTORIA at 7:15 P. M., arriving at Portland at 10:20 P. M.

DINING-CAR service will be established on trains leaving Portland at 5:30 P. M., and on trains leaving Seaside at 5:50 P. M. and Astoria at 6:10 P. M., about July 3rd or 4th.

For POCKET TIME CARDS and further information, call at City Passenger Office, 12th St., near Commercial, or at 20th Street Station. G. B. JOHNSON, General Agent.